

members of the Fairfield Volunteer Fire Department for their dedication and outstanding service to our community. I would also like to thank them for their patience and understanding in my absence at their 60th anniversary celebration.

**REPORT ON RESOLUTION PROVIDING FOR CONSIDERATION OF H.R. 3524, HOPE VI IMPROVEMENT AND REAUTHORIZATION ACT OF 2007**

Ms. SUTTON, from the Committee on Rules, submitted a privileged report (Rept. No. 110-509) on the resolution (H. Res. 922) providing for consideration of the bill (H.R. 3524) to reauthorize the HOPE VI program for revitalization of severely distressed public housing, and for other purposes, which was referred to the House Calendar and ordered to be printed.

**SPECIAL ORDERS**

The SPEAKER pro tempore (Mr. SIRES). Under the Speaker's announced policy of January 18, 2007, and under a previous order of the House, the following Members will be recognized for 5 minutes each.

**AMERICA'S INFRASTRUCTURE IS ABYSMAL**

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from Oregon (Mr. DEFAZIO) is recognized for 5 minutes.

Mr. DEFAZIO. Mr. Speaker, yesterday the commission which Congress created during the enactment of the surface transportation, the SAFETEA-LU bill, reported its results to the Congress in terms of the state of the Nation's infrastructure. The short version is that the state of the Nation's infrastructure is abysmal. We are seeing dramatically increased congestion. We are seeing bridges collapse. We are losing ground. We are not even maintaining the investment made by the Eisenhower generation in the Nation's interstate system let alone other vital national needs. It needs immediate attention.

And, of course, investment in our infrastructure will produce jobs. Large numbers of jobs will be produced should we go ahead with this needed construction, not only construction jobs but suppliers, small businesses, communities will benefit. The economy as a whole will benefit in terms of our economic productivity and competitiveness with just-in-time delivery and other concerns. And the American people will benefit in terms of more time at home, less time in commutes, less fuel wasted in congestion and backups in traffic. These are investments that need to be made.

The commission, a bipartisan commission, by a large majority said we need to be investing between \$220 and

\$335 billion a year from all sources, Federal, State, local, and private, in the Nation's transportation infrastructure.

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And today we're investing about \$87 billion, about a third of the minimum they think is necessary. This is a wake-up call that's long overdue to this Congress, to this administration, and to the country about how we're losing ground. We're headed toward Third World status in terms of our Nation's transportation infrastructure. That is not acceptable.

Unfortunately, the Bush administration, the headquarters of the head in the sand folks, are saying no additional Federal investment is necessary; that all of that \$220 billion can come from privatizing the Nation's highways; tolling and pricing people off the roads will help mitigate congestion. Yes, they want to toll existing highways, paid for by taxpayers, they want to put extortionate tolls on where they would charge more at rush hour. Now, if you happen to live on the east side of town and work on the west side and have to travel a congested highway, from George Bush and Mary Peters, Secretary of Transportation, the message is, quit your job, move, or tough luck, suck it up. That's not acceptable for America. We are not going to solve this problem through the fantasies of this administration. You're not going to solve it with the privatization of our existing network.

Now, in certain areas, tolling, congestion pricing and private-public partnerships, done properly, protecting the public interest, can contribute a small amount. The estimates are, generously, maybe 10 percent. But the Bush administration is saying that can do 100 percent because they're saying they will never ever support any increase in any taxes to increase any investment in the national transportation infrastructure. That's a shame. That's an incredible shame. And it is doing an amazing disservice to the future of our economy.

And as we stagger in this recession created by the policies of this administration, one of the best ways that we can begin to build out of it and to make ourselves more productive in the future and prevent future recessions is investment in our infrastructure. You can justify borrowing money to build things that are going to last 30, 50, 100 years and benefit all of the American people and our economy. They want to borrow money to give more tax cuts to the few rich people, many of whom have done fabulously well, some of whom lost their shirts with speculation in this recent market. Other sides of the speculators made hundreds of millions and billions of dollars by speculating on the collapse of the housing market, while the Bush administration and Alan Greenspan and everybody watched the bubble grow and grow and grow and did nothing.

We need a concrete investment for the future, an investment in our trans-

portation infrastructure, despite what Mary Peters and George Bush think is one of the best ways to promote the long-term health and competitiveness of the United States of America. We should begin to make those investments.

The SPEAKER pro tempore (Mr. SIRES). Under a previous order of the House, the gentleman from Texas (Mr. PAUL) is recognized for 5 minutes.

(Mr. PAUL addressed the House. His remarks will appear hereafter in the Extensions of Remarks.)

**HONORING RICHARD HENRY "DICK" WHITE**

The SPEAKER pro tempore. Under a previous order of the House, the gentleman from California (Mr. LEWIS) is recognized for 5 minutes.

Mr. LEWIS of California. Mr. Speaker, as we begin our work in the new year, I want to take a few moments to reflect on the passing of a good friend of mine. Richard Henry "Dick" White, Jr., a fixture in Washington for four decades, lost his fight against cancer on December 21, and his death took a whole lot of sunshine from the world.

Like many who came to Washington, Dick White expected to stay in Washington for a very short period of time. A 1955 journalism graduate of the University of Oklahoma, Dick arrived here in 1965 as a correspondent for the Tulsa Tribune. But rather than return home, he moved to public service, and that work caused him to become a congressional staff member over the next 14 years. He was the top staffer for Ed Edmonson of Oklahoma and Dale Milford of Texas.

He left the Hill in the late 1970s to serve as Washington representative on a number of farm-related issues. He later served as the vice president for the Tobacco Institute, and most recently maintained a small public affairs consulting business.

Mr. Speaker, it has regrettably become vogue in politics to suggest that lobbying, that is, representing the American people in Washington, is less than an honorable profession. Well, anyone who knew Dick White would strongly disagree. He represented his clients, small businesses, tens of thousands of farmers, hundreds of thousands of workers, with integrity, humanity and a wealth of knowledge. His service helped thousands of Americans be treated fairly when Congress considered policy changes that would affect their livelihoods.

I came to know Dick White as a friend after his marriage in 1991 to one of my senior staff members, Letitia Hoadley. To say this pair was a devoted couple is putting it mildly. For the past 15 years they have been inseparable and tenderly have cared for each other through good times and bad.

Dick White was always welcome in my office as a member of our extended